

**WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
OLYMPIA, WASHINGTON 98504**

February 4, 2004

ATTENTION: ALL BIDDERS AND PLANHOLDERS

**SR 502, Contract 6721
I-5 to Battle Ground
NH-0502(008)**

ADDENDUM NO. 2

The Special Provisions, Plans, Proposal, and Wage Rates for this project are amended as follows:

A. Special Provisions

1. On page 38, the following is added after line 11:

The first paragraph of item 3 subsection C is revised to read:

The Engineer will furnish the Contractor with a copy of the results of all acceptance testing performed in the field within either 24 hours of sampling or four hours after the beginning of the next paving shift, whichever is later. The Engineer will also provide the Composite Pay Factor (CPF) of the completed sublots after three sublots have been produced. The CPF will be provided by the end of the workday in which the results of the acceptance testing are provided.

2. On page 38, lines 48 through 60 are deleted and replaced with the following:

Section 5-04.3(10)B is supplemented with the following:

In addition to the random acceptance density testing, the Engineer may also evaluate the mixture for low cyclic density of the pavement. Low cyclic density areas are defined as spots or streaks in the pavement that are less than 89.0 percent of maximum theoretical density. If four or more low cyclic density areas are identified in a lot, a cyclic density price adjustment will be assessed for that lot. The price adjustment will be calculated as 15% of the unit bid price for the quantity of HMA represented by that lot. Only one area per delivered truck and one area per delivered trailer of hot-mix will be counted toward the number of low cyclic density areas. Any area tested for density under Section 5-04.3(10)B Control 1. General will be included in this analysis.

3. On page 41, the following is add after line 50:

**(SWR December 3, 2001)
5-04.5(1)C Price Adjustment for Pavement Smoothness**

The final IRI will be determined after the Engineer accepts the roadway for testing.

Final acceptance and incentive/disincentive payments for pavement smoothness will be made on an IRI value per 0.1 mile in accordance with the following:

Targeted IRI Value: *** 60 ***

When $AS < XX$

Incentive Value = $((XX - AS) / (XX + 2.0)) * 250.00$

When $AS > YY$

Disincentive Value = $((YY - AS) / (XX + 2.0)) * 100.00$

Where: AS = Actual Smoothness value determined

XX = Target Value minus 2.0

YY = Target Value plus 9.0

When the AS value falls between the XX and YY values the Contractor shall be paid at the unit contract price, with no incentive or disincentive adjustment taken.

The Incentive Base for this contract is \$250.00 for each 0.1 lane mile increment or fraction thereof, the Disincentive base for this contract is \$100.00 for each 0.1 lane mile increment or fraction thereof.

B. Plans

1. Plan sheet 2 is revised as noted and shaded.
2. Plan sheet 9 is revised as noted and shaded.
3. Plan sheet 71A is added.

C. Proposal

1. On page 1, Item 4 is deleted.
2. On page 2, Items 9 and 10 the item descriptions are revised.

D. Wage Rates

1. WA030001 Modification 0 of the Federal Wage Determinations are deleted and replaced with WA030001 Modification 1 of the Federal Wage Determinations.

WA030001 Modification 1 of the Federal Wage Determinations and Plan sheet 17A are attached.

Bidders shall furnish the Secretary of Transportation with evidence of the receipt of this addendum. This addendum will be incorporated in the contract when awarded and when formally executed.

Donald R. Wagner, P.E.
Regional Administrator

Attachment:

Plan sheet 17A (Revised 1/28/2004)

Plan sheet 2 (Revised 2/3/2004)

Plan sheet 9 (Revised 2/3/2004)

Proposal pages 1 and 2 (revised 2/3/2004)

WA030001 Modification 1 of the Federal Wage Determinations